The Victoria Daily Times.

VOL. 1. VICTORIA, B. C., TUESDAY, SEPTEMBER 16, 1884. NO. 85.

A Horrible Case of Cannibalism.

A case of misery at sea which exceeds in ghastly horror the cannibalism of the Greely expedition was brought to light at London by the arrival at Falmouth of the German barque Montezuma from Rangoon, having on board the survivors of the wreck of the yacht Mignonette. The yacht was of only thirty-three tons burthen, but she sailed from Southampton for Australia on May 19th. On June 11th, when near the equator in the Indian Ocean, she encountered a storm which sent her to the bottom. Four of her company, the commander, Captain Dudley, two seamen, and a boy named Parker escaped in a dingy. All the provisions they were able to throw into the boat before the vessel sank consisted of a few tins of turnips, and they were absolutely without water. They subsisted for five days on canned turnips and on the fifth day caught a small turtle. By the twelfth day every shred of the turtle including its skin had been consumed and there was absolutely nothing left to eat in the little boat. The boy Parker was the weakest of the four suffers and it was evident that he was slowly dying. The others hungrily watched his symptoms of dissolution. On the twentieth day after the entire party had been without a particle of food for eight days the captain hastened young Parker's death by opening a vein in his arm. The three survivors

EAGERLY DRANK OF THE BOY'S BLOOD as it gushed from his arm, and they cut his flesh from his bones and ate it uncooked, but with some degree of moderation, the captain keeping the carcass and serving out to himself and two sailors only such daily rations as were necessary to preserve their lives. They prolonged their wretched existence in this way until July 5, when they were seen and rescued by the Montezuma. During the twenty-four days that had elapsed since the sinking of the yacht the dingy had drifted 980 miles. The three men have been placed under arrest by order of the Board of Trade, and the death of the boy will be investigated.

A Sketch of Beach.

The following description, of Wm. Beach, who lately defeated Hanlan, will be found interesting. It is taken from the Sydney Town and Country: "Beach, when fit and well, has never lost a race, and he has always managed to score his wins with apparent ease—at any rate, for the greater part of the course. He has never been called upon to exert himself to the utmost to secure a victory, and we know that he can row a deal harder than he has had to do up to the present. The very look of Beach's determined features tells a tale of pluck and endurance. The muscles of his arms, back and legs are perfect, and stand out boldly, not being hidden by flesh, and his dark skin sets off the picture of a strong man. He knows how to row, too. His "catch" is firm and clean, the sculls being well buried; he rows the stroke well through and finishes in first-class style, his boat going well off his hands and keeping way well. As to the movement of his body, he reaches a very nice distance forward and slides evenly and well-timed, putting in plenty of backwork; and as to his recovery it is very good but rather energetic, like all our Australian scullers. He will be well boated for a big certainty, as a choice between two such boats as built by Dodds and Donnelly and Sullivan must be about as good as a man could wish. He now looks in the best state of preparation, and will undoubtedly, by the time Tom Kelly has done with him, be as fit as any one can make him. He did a trial spin in Dodd's boat on slack water and she proved fast and suitable in all respects. The full mile was rowed in about 5:45. Other Australian papers speak in most eulogistic terms of the fine athletic appearance of Beach, who by birth is an Englishman, but while a mere child took up his residence at Dupbo, about twenty miles south of Sydney. He is about 26 years of age and stands about six feet in height. During the past few years Beach has attracted much attention in aquatic circles. He first made his mark by defeating both Laycock and Trickett in outriggers on October 7, 1882. Since that time he has met Trickett six times and has beaten him on every occasion except one. Beach has also defeated McDonald, Clifford and many others, so that he was considered by far the best man Australia could bring forward against the renowned Canadian.

Emigration Falling Off.

"Official statistics recently published, show that the tide of emigration from England to the United States is steadily decreasing, and increasing to the Australian Colonies. The result appears by the figures just published, which show a decrease in the total emigration to the United States of the first eight months of this year, as compared with the corresponding period of 1883, of 34,000 emigrants.

The lumber question was one that gave serious consideration to the settlers of the Northwest a short time since. It is now in a fair way to be solved for the lumber wealth of Lake Superior is already coming westward. The other day Marks & Co., of Port Arthur, shipped a car load of manufactured lumber to Calgary. It was pine flooring cut on the north shore, rafted to that port and dressed in the planing mill there. What with Lake Superior timber and the vast forests of British Columbia there need be no fear of the supply being exhausted for some years to come.

Arrival and Departure of Steamers.

FOR PORT TOWNSEND and all points on the Sound—The Olympian and North Pacific leave alternate mornings at 8 o'clock, making close connection with the N. P. R. R. at Tacoma.

FOR NANAIMO—The R. P. Rithet leaves Monday, Wednesday and Friday at 7 a. m., returning on the alternate days.

FOR NANAIMO.—The Amelia sails every Monday morning at 10 o'clock and every Friday Morning at 7 o'clock.

FOR BURRARD INLET AND PORT MOODY—The Robert Dunsmuir leaves on Tuesday at 7 a.m. and on Friday at 7 a.m.

FOR NEW WESTMINSTER—The Yosemite leaves on Monday, Wednesday, and Friday at 7 a. m.

FOR NEW WESTMINSTER AND PORT HAMMOND—The Amelia sails every Wednesday at 7 a. m.

NEW WESTMINSTER ROUTE—Steamer Idaho will leave Tacoma every Sunday at noon, Seattle at midnight, Port Townsend at 8 a. m. Monday, arrive at New Westminster noon Tuesday.

Leave New Westminster 8 a. m. Wednesday, arrive at Tacoma Thursday p. m.

Interesting to Travelers.

Messrs Hall & Goepel, Government street, agents for the Northern Pacific Railway and O. R. & N. Co., sell through tickets, with coupons, to all points East of Portland. The following are the rates charged to the places named (subject to alterations):

	1st Class.	2d Class	3d Class
Boston	$135 50	$109 50	$74 50
New York	133 50	107 50	72 50
Halifax	148 50	118 50	83 50
St. John, N. B.	144 00	115 50	82 50
Philadelphia	131 75	108 00	71 00
Montreal	125 50	105 50	70 50
Toronto	127 50	101 50	66 50
Kingston	132 25	103 70	66 70
Ottawa	135 00	106 00	71 00
Hamilton	127 20	101 50	66 50
Guelph	126 75	101 50	68 50
London	124 90	99 90	64 90
Buffalo	127 50	101 50	66 50
Detroit	121 50	96 50	61 50
Chicago	114 50	90 50	56 50
St. Paul	105 00	82 00	52 00
Duluth	105 00	82 00	52 00
Winnipeg	113 25	90 25	52 25

Pulman Car accommodation from Portland to St. Paul can be secured at the above office in advance. A Dining Car is attached to all through trains; meals served at 75 cents. The Atlantic Express leaves Portland daily at 11:40 a. m., affording travellers an excellent opportunity of beholding the unrivalled scenery of the Columbia River as far as The Dalles.

Condensed Through Time Table.

Passengers going South and East will find the following time card of interest:

Atlantic Express.	Days from Portland	Miles	STATIONS.	Days from St. Paul	Pacific Express.
11 40 AM	1st day	0	Lv....Portland....Ar	4th day	12.05 PM
12 35 PM			....East Portland....		11 40 AM
4 25	"	66	Ar....Hood River....Lv		7 53
5 50			Ar....Dalles....Lv		6 35
6 15			Lv....Dalles....Ar		6 00
10 15 PM		187	Lv....Umatilla....Lv		1 45
12 10 AM		206	....Echo....		12 10
3 30			....Pendleton....		10 05
11 45 PM		214	Ar. Wallula Junction		11 30 PM
2 05 AM		245	....Walla Walla....		9 56
4 00		283	....Dayton....		8 00
2 55 AM			....Palouse Junction....		9 10
12 00 M	2d		....Endicott....		10 40
2 00 PM			....Colfax....		11 00 AM
6 30			....Sprague....		8 25
8 35		378	....Spokane Falls....		3 35
10 05			....Rathdrum....		2 15
11 50		625	....Missoula....		3 15
6 20 AM			....Garrison....		11 30 PM
6 30		780	....Helena....		8 00
3 15 PM	3d	1441	....Bismarck....	2d	11 35 AM
1 40 AM		1639	....Fargo....		3 20
12 35 PM	4th	1911	Ar....St. Paul....Lv		1 05 PM

Emigrant train leaves East Portland daily, at 4:25 A. M., arriving at 4:15 P. M., daily. Time, 5½ days each way.

Steamer leaves Ash Street Wharf at 1:00 P. M., and East Portland at 1:25 P. M.; connecting with N. P. R. R. train leaving Kalama 4:45 P. M., for Tacoma, W. T., and intermediate points, arriving at Tacoma at 9:45 P. M. Train leaves Tacoma at 6 P. M., daily, arriving at Kalama at 11:00 P. M., and connecting with steamer leaving there at 11:30 P. M., arrives at Portland at 2:30 A. M.

AT ST. PAUL

Travellers have a choice of routes. Passengers arrive in and depart from the Union Depot, thus avoiding the expense of transferring baggage. The several routes to Chicago, Milwaukee and all points, are

The famous Albert Lea Route.
The great Rock Island Line.
The Chicago, Milwaukee & St. Paul.
The Chicago and Northwestern.
The Royal Route.

The distance from St. Paul to Chicago is about 420 miles. The trip is made in 15 hours. Trains leave each city in the morning, mid-day and evening.

CHICAGO AND GRAND TRUNK TIME TABLE

Chicago & Grand Trunk and Grand Trunk Railways.

	Limited Express	Atlantic Express
Lv. Chicago via C. & G. T. Railway	3.21 P.M.	8.30 P.M.
Ar. Port Huron	1.20 A.M.	7.00 A.M.
" London	4.50 A.M.	11.20 A.M.
" Hamilton	6.50 A.M.	1.55 P.M.
" Suspension Bridge	8.05 A.M.	3.15 P.M.
" Buffalo	9.15 A.M.	3.40 P.M.
" Toronto	9.10 A.M.	7.10 P.M.
" Montreal	7.00 P.M.	7.15 A.M.
" Portland	12.25 P.M.	5.20 P.M.
" Boston via Niagara Falls	12.10 A.M.	9.35 A.M.
" Boston via Montreal	8.20 A.M.	7.05 P.M.
" New York	10.00 A.M.	7.30 P.M.

Trains leave Chicago daily, Sunday included.

CANADIAN PASSENGERS can now have their baggage examined and passed customs at depot in Chicago, corner Fourth avenue and Polk street, thereby avoiding all annoyance and delay at the Canadian frontier.

W. J. SPICER, Gen Manager. GEO. B. REEVE, Traffic Manager.

J. A. ROBBINS, Western Passenger Agent, Chicago and Grand Trunk Railway, Chicago.

"NIAGARA FALLS ROUTE,"

Is the Name by which

The Michigan Central R. R.

Is universally known because (1) it is the only line out of Chicago running its trains via the Niagra Falls, giving passengers a full view of that world's wonder; (2) it is the only line between those two points and Buffalo under one management. Through express trains are run as below, offering to all classes of passengers more and better accommodations than any other line:

Lv. Chicago	a.m. †6.45	a.m. †8.55	p.m. *4.15	p.m. *8.40	p.m. †9.55
Ar. Detroit	p.m. †6.10	p.m. †6.25	p.m. 11.59	a.m. *5.55	a.m. †8.25
Ar. St. Thomas	p.m. †11.20	p.m. †11.45	a.m. *3.25	a.m. *10.05	a.m. 11.20
Ar. Toronto (via C. V. R.)	a.m. †6.00	a.m. †0.30	a.m. †9.30	p.m. †3.40	p.m. †6.35
Ar. Niagra Falls	a.m. *2.30	a.m. †8.30	a.m. *6.35	p.m. *1.50	p.m. *8.20
Ar. Buffalo	a.m. §3.40	a.m. §4.00	a.m. *7.50	p.m. *2.00	p.m. †6.45

Connecting with N. Y. C., N. Y., L. E. & W., E. L. & W., and R. N. Y. and P. Railroads.

O. W. RUGGLES, Gen. Pass. and Ticket Agent, Chicago.

A. C. WEST, DENTIST

Office—Spencer's Photo Build'g.

All Work Strictly First-Class.

Hotel Business For Sale.

THE BUSINESS OF THE

GLOBE HOTEL, Esquimalt,

The Best House and the Best Stand.

Is offered for sale, together with the lease and good will. For further particulars apply to W. SELLECK, on the premises. aug21-tf

SAILING OF VESSELS—RAILROADS, ETC.

To Shippers from San Francisco

The Fast and Powerful New Steamer

WILMINGTON,

Will leave San Francisco for Victoria

On Tuesday September 16th,

Carrying Freight and Passengers

Freight will be discharged at Turner's wharf in the inner harbor.

For rates apply to

TURNER, BEETON & CO., Agents.

THE ELIZA ANDERSON. The People's Boat.

THE ONLY

OPPOSITION STEAMER

Sailing out of Victoria for Port Townsend and Seattle.

Close Connections with TACOMA for PORTLAND.

THE ENTIRE FARE THROUGH ONLY $8.50, AND QUICK TIME.

Pacific Mail Steamship Company.

THE COMPANY'S STEAMERS WILL SAIL FOR HONGKONG via YOKOHAMA as follows:

CITY OF TOKIO, Sept 13

At 2 o'clock P. M.

Excursion tickets to Yokohama and return at reduced rates.

For NEW YORK via PANAMA.

SAN BLAS, September 15th.

At 10 o'clock A. M.

Taking freight and passengers for Mazatlan, Acapulco, Champerico, San Jose de Guatamala, Acajutla, La Libertad and Punta Arenas.

For Honolulu, Auckland and Sydney.

ZELANDIA, Saturday, Sept. 27th.

at 2 o'clock p.m. or immediately on arrival of th English mails.

$10 additional is charged for upper cabin passage.

For freight or passage apply at the office, corner First and Brannan streets.

WILLIAMS, DIMOND & CO., Gen. Agents.

European Steamship Company.

To and from Europe via the following Lines

AMERICAN, INMAN, WHITE STAR, ANCHOR, GUION, RED STAR, ALLAN, NATIONAL, CUNARD, NORTH GERMAN LLOYDS, STATE, HAMBURG AMERICAN PACKET COMPANY, ROTTERDAM LINE, ITALIAN LINE

In Connection with Railroad Tickets Overland via

NEW YORK, BOSTON, BALTIMORE, PHILADELPHIA OR QUEBEC.

For information call on or address

A. L. MAXWELL, Agent N. P. R. R. Co.

Overland Ticket Office, Foot of Ash St. PORTLAND, OREGON.

Berths secured in advance by Telegraph.

THE

GREAT OVERLAND ROUTE.

Northern Pacific Railroad.

THE ONLY LINE

Running through trains to the East via. St. Paul Minneapolis or Duluth

ONLY LINE running Pullman Palace Cars.
ONLY LINE running Palace Dining Cars. (Meals 75 cents.)
ONLY LINE running Luxurious Day Coaches.
ONLY LINE running Elegant Emigrant Sleeping Cars, with berths FREE OF CHARGE.
NO CHANGE OF CARS OF ANY CLASS.

ATLANTIC EXPRESS LEAVES PORTLAND 11:40 a.m. daily, arrives at Minneapolis or St. Paul, 12:25 noon FOURTH DAY. Connections made at St. Paul or Minneapolis for al points East, South and Southeast.

Through connection from Victoria made with Atlantic Express at Portland.

CHAS. S. FEE, Gen. Pass. Agent, St. Paul

A. D. CHARLTON, Gen. Western Pass. Agent

No. 2 Washington Street, Portland.

HALL & GOEPEL, - - - Agents

VICTORIA, B. C.

LEIGHTON'S

KAMLOOPS EXPRESS.

CHEAP FARES.

Passenger and Freight Stages connecting with C. P. R. at SPENCE'S BRIDGE for

SAVONA'S FERRY, KAMLOOPS

and all Stations on route

THREE TIMES PER WEEK.

Comfortable Coaches, Good Stock, and Careful Drivers.

AVOID THE PURCHASE OF THROUGH TICKETS AT VICTORIA, and secure cheap travel by taking advantage of reasonable charges on this line.

For rates of freight and passage apply to

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At Henry Saunders', Johnson Street. se5 6t

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VICTORIA, B. C.

Fort Street.

W. C. BRYANT, HORSESHOER AND FARRIER,

VICTORIA, B. C.

Will turn 325 horse shoes in ten hours for money. aug20-2m

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For SAVONA, PORT VAN HORNE, AND KAMLOOPS!

Avoid loss of time, trouble, and save expense, by purchasing

THROUGH TICKETS

From Victoria to those and way points

REDUCTION

On regular rates is made by the C. P. N. Co., the C. P. Railway and

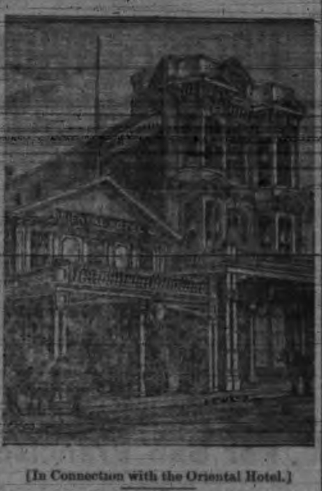
B. C. EXPRESS COMPANY,

To purchasers of through coupon tickets, which can be procured at the office of the

B. C. EXPRESS CO., Yates Street.

THE

ORIENTAL BAKERY.



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Families Parties and Balls Supplied with Delicacies and Refreshments consisting of

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INCLUDING ELEGANT WEDDING CAKE

Ices, Fruits and Meat Pies,

DINNERS AND SUPPERS Carefully prepared by one of the Best Artists in the Culinary Department.

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OFFICE—Old Masonic Building, over Messrs. Wilson & Co.'s Dry Goods Store, Government Street.

Nitrous Oxide Gas (Laughing Gas) administered for the Painless Extraction of Teeth.

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TELEPHONE CALL, 82. P.O. BOX, 132.

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Real Estate Brokers, ACCOUNTANTS, Etc., Etc.

FRONT STREET, NEW WESTMINSTER, B. C. Opposite C. P. N. Co's wharf

P. O. Box 61.

OPEN YOUR EYES AND TAKE THIS IN!

100 Men's Odd Suits at prices never heard of before in Victoria.

CALL AND SEE, At Mechanics' Store, Johnson Street.

$50,000

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E. M. JOHNSON, Bastion Street, Next to Bank of B. C.

P. O. Box 188, Telphone No. 74. aug25-1m

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FISHING TACKLE A SPECIALTY.

Flies made to order. Guns, Rifles, Ammunition

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LIVERPOOL AND LONDON AND GLOBE INSURANCE CO.,

OF LIVERPOOL AND LONDON.

CAPITAL - - - - $10,000,000.

THIS COMPANY WAS ESTABLISHED IN 1836, and is the largest Fire Office in the world.

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Albert Lea AND Rock Island ROUTES.

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COMFORT, SPEED, PLEASURE, CHEAPNESS,

—ALL COMBINED.—

HALL & GOEPEL, Agents, Victoria.

CHAS. KENNEDY, Passenger Agent, Portland, Oreg

HALL & GOEPEL, Ship Brokers

AND

Insurance Agents,

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Through Tickets to and from Eastern Points and Europe at Lowest Rates.

Berths secured in advance.

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CORNER YATES AND GOVERNMENT STS. VICTORIA, B. C.

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[LIMITED.]

THIS COMPANY HAS BEEN FORMED for the purpose of transacting

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ORDERS are solicited and will be promptly attended to at Reasonable Rates.

OFFICE AND STABLE, KANE STREET. Telphone Call, No. 28. P. O. Box 369.

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CHAS. HAYWARD,

Funeral Director and Embalmer.

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New England Bakery, Restaurant, AND OYSTER SALOON

Government Street, bet. Johnson & Yates.

PRIVATE DINING ROOMS FOR LADIES. Meals at all hours. Bread, Cakes and Pies supplied to Hotels, Families, Picnics, Balls, etc.

M. & L. YOUNG, Proprietors.

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FINE FAMILY GROCERIES.

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BELL HANGERS AND TINSMITHS.

Dealers in Best Descriptions

Heating and Cooking Stoves. Ranges, Etc.

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CITY ADVERTISEMENTS.

Graving Dock, British Columbia.

SEALED TENDERS ADDRESSED TO THE UNDERSIGNED and endorsed "Tenders for Graving Dock, B. C.," will be received at this office until SATURDAY, 20th September next, 1884, inclusively, for the construction and completion of the partially finished

Graving Dock at Esquimalt Harbor, British Columbia.

According to plans and specifications to be seen on and after Monday, 1st September next, at the Department of Public Works, Ottawa, and on application to the Hon. J. W. Trutch, Victoria, B. C.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied and prices affixed to the whole of the items stated thereto, and signed with their actual signatures.

Each tender must be accompanied by an accepted bank cheque for the sum of $1,500.00, made payable to the order of the Honorable the Minister of Public Works, which will be forfeited if the party decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted, the cheque will be returned.

The Department will not be bound to accept the lowest or any tender. By order,

F. H. ENNIS, Secretary.

Department of Public Works, Ottawa, 8th August, 1884. au11

Indian Stone Carvings

A FINE ASSORTMENT OF

CURIOSITIES

—AT—

E. J. SALMON & Co.'s FURNITURE AND CROCKERY STORE.

No. 25 Johnson Street, below Government.

COWICHAN

LUMBER YARD

WM. SUTTON, Proprietor.

DEALER IN ALL KINDS OF

Rough & Dressed Lumber

Doors, Sashes, Blinds, Etc.,

Wharf St., near James Bay Bridge, VICTORIA, B. C.

EMPLOYMENT

AND GENERAL

Commission Agency.

Men supplied for all branches of business throughout British Columbia, free of charge to employers. A general Commission Business done in all lines. Supplying labor for railroad contractors, canneries, ranches and logging camps a specialty. Orders by mail or telegraph promptly attended to. P. O. Box 158.

POWERS & FRASER, Victoria, B. C

FOR SALE.

THE HULL OF THE

STEAMER RUBY.

Including two propeller wheels, one four feet in diameter, and one four and one half feet in diameter; stern bearings and bolts for same; cast iron sleeve and stuffing box; one shaft ten feet long three inches in diameter, with two brass sleeves; one Gipsey windlass; one Government safety valve; one heater and piping. Apply to Turner, Beton & Co., at Moore's ship yard, James Bay. aug29-tf

W. R. CLARKE, Auctioneer,

Appraiser and Commission Merchant.

SALESROOM—FIRE PROOF BUILDING, YATES ST. VICTORIA, B. C.

Liberal advances made on consignments.

To facilitate the sale of Real Estate, I have complete maps of Victoria, Esquimalt, New Westminster and the Districts.

N. B.—Parties desirous of selling their Stock, Stock in Trade, or Furniture, and not wishing the trouble of an Auction Sale, can find a Cash buyer by calling on the above.

Office of Harbor Master and Port Warden.

Cross' Musical Agency

HAS FOR SALE

STEINWAY & SONS,
HEINTZMAN,
NEUFELD,
KIRKMAN,
RAINER,

PIANOS.

The Original Bell Organs.

A. B. FRANCIS,

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Hardware, Cutlery, Crockery;

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A full line of House and Ship Carpenters' Tools.

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Wellington Coal

Kept constantly on hand and delivered at current rates. Weight guaranteed. R. BRODERICK. se8-1m.

J. P. BURGESS, Carpenter & Contractor

COR. FORT & BROAD STS.

OFFICE AND STORE FITTINGS.

Jobbing a Specialty.

LOW PRICES. PROMPT ATTENTION.

HUGH CALWELL,

HORSE SHOER AND FARRIER.

Has opened a new shop; prices reasonable. Horses shod on the most improved principles, and all work promptly attended to. Yates street above Douglas.

Running and Trotting Horses a Specialty.

CITY ADVERTISEMENTS.

WM. POWELL,

Blacksmith and Wagon Maker.

Corner Broad and Johnston Streets.

All work entrusted to him will be done in Superior manner. Carriages and Wagons, etc., neatly repaired and closely painted at

VERY MODERATE RATES. (1)

Don't Fail to See this. Second Hand Tools, BOOKS, ETC.

Articles of every description bought and sold by GEO. POWELL, Yates street, between Government and Broad.

N. B.—Saw Filing and Key Fitting done. (1)

ESTABLISHED 1858.

TO OUR FRIENDS AND THE PUBLIC GENERALLY:—We keep the largest stock of Clothing, sell cheaper, and sell more goods than any other store in the Province.

As we buy all our goods direct from the Best English and Canadian Manufacturies, therefore we can afford to let the public have them at wholesale rates.

OUR STOCK is now complete, and consists of all kinds of Men's and Boys' Clothing and Furnishing Goods in Great Variety. Don't forget the address:

A. GILMORE,

The Pioneer Tailor,

JOHNSON STREET, Victoria.

GARMENTS MADE TO ORDER. (1)

VICTORIA

Transfer Company,

[LIMITED.]

Incorporated, $50,000 Capital.

Livery AND Hack Stables.

Corner Government and Johnson Streets

The Largest and Finest stock of Horses, Carriages, Phaetons, Buggies, Etc., in the City

BAGGAGE TRANSFERRED TO AND FROM THE STEAMERS.

Telephone Call 129. (1)

—GO TO—

DAVID C. HEAL'S

TO BUY YOUR

Stoves, and Tinware,

The cheapest house this side of San Francisco. Dealer and manufacturer of Tinware. Sheet Iron and Copper work. Gas work and water pipe and general jobbing a specialty. Johnson Street, between Broad and Douglas.

VICTORIA, B. C. (1)

Fine Family Groceries.

The Oldest Estabished House in Victoria.

AN ADDRESS TO COMERS.

Whatever you require in the above line of a superior quality, should you be accustomed to a finer assorted and better class of delicacies for the table, you can procure fine English Pickles, Preserves and Jams, the best and most choice corn-fed Hams and Bacon. In Coffees, fine flavored Java; Central America Teas in the best grades imported direct from China and Japan, and every other article in this line which can be had in original packages at the lowest wholesale prices.

FELL & Co., Fort Street. (1)

Victoria Marble Works.

GEORGE RUDGE,

Manufacturer and Dealer in

MONUMENTS.

TABLETS, TOMBS, MANTELS, &c.

Designs and Prices Furnished on Application.

P. O. Box 377.

CALEDONIA HOTEL.

Murray Street, PORT MOODY, B. C.

R. B. KELLY, - - - Proprietor.

First-Class Accommodations for Travelers.

WELL AIRED BEDS, AND A WELL SUPPLIED TABLE

Liquors, Wines and Cigars,

ALL OF THE BEST QUALITY.

J. T. SCOTT, Manager. aug15-dw.

BUILDING LUMBER.

THE

Dominion Sawmill Co.

(LIMITED)

Have on hand, at their Lumber Yard

(Near Albion Iron Works),

All kinds of Rough, Dressed and Finishing

Lumber,
Shingles,
Laths,
Pickets, etc.,

And are now prepared to Cut to Order at the Mill, and Deliver Promptly, complete bills for dwelling or other houses including

Windows, Doors, Moulding, Etc

of Superior Quality at Lowest Current Prices.

se5-tf J. M. COWPER, Agent.

A. R. JOHNSTON. R. W. GLADHOLM.

JOHNSTON & CO.,

WHARFINGERS, AND

Commission Merchants

IMPORTERS AND DEALERS IN

Groceries, Provisions,

Grain, Feed, Hay and General Farm Produce.

Bastian Street, under the Foresters' Hall. NANAIMO.

The Trade and Families Supplied.

Agents for P. C. S. Company's line of San Francisco and Portland steamers, East Coast steamers and B. C. Express Company.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Tuesday, Sept. 16, 1884.

THE TIMES,
—PUBLISHED DAILY AND WEEKLY, BY THE—
TIMES PUBLISHING COMPANY.
OFFICE—Government Street, . . . Near Johnson.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:
One year for .... [illegible]
Six months .... [illegible]
Three months .... [illegible]
Delivered in all parts of the city by carrier, at 25 cents per week.
THE WEEKLY TIMES, per year $2.00
" " " six months 1.25
Terms—Strictly in advance.

The Weekly Times is published every Friday morning, is an excellent readable family journal, sent to all parts of Canada and the United States free of postage.

TRANSIENT ADVERTISING—Per line, solid nonpareil: First insertion, 4 cents; each subsequent con[illegible] serted every day, 3 cents per line for each insertion. No advertisement in this classification inserted for less than $1.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business—published at the following rate per line space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisements:—

More than two days and not more than one week, 20 cents.

More than one week and not more than one fortnight, 30 cents.

More than one fortnight and not more than one month, 40 cents.

No advertisement under this classification inserted for less than $2, and accepted only for every day insertion.

PROFESSIONAL CARDS, Classified, 10 cents per word per month. No card inserted for less than $2.00.

Notices inserted amongst regular reading matter items, 15 cents per line for each and every insertion.

Where cuts are inserted they must be ALL METAL—not mounted on wood.

Advertisements unaccompanied by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of specified period will be charged the same as if continued for full time.

Special rates for WEEKLY TIMES.

TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 A. M. on the morning of publication; otherwise insertion cannot be guaranteed.

Address, THE TIMES PUBLISHING CO., Victoria, B. C.

TO THE PUBLIC.

Intending advertisers and the public should note the fact that the circulation of The Daily Times is larger than that of any evening journal published north of Portland and treble that of any other evening newspaper published in the British possessions, west of Winnipeg.

THE NILE CONTINGENT.

The call made upon Canada to supply a contingent of six hundred volunteers to ascend the Nile, as was to be expected, was speedily responded to. Winnipeg alone contributed more than one-tenth the number required, and they left that city amidst much enthusiasm last week to join their fellow voyageurs at Montreal, who were to take the ocean steamer for Liverpool there last Saturday. These brave fellows will carry with them the prayers and best wishes of their countrymen for their success and God speed. We have every confidence that the Canadians will do their whole duty in this as in all similar expeditions in which they have been engaged in the past. A considerable opposition has arisen in unexpected quarters to the departure of the contingent. The Toronto *Globe* is anxious to know why Canadians should seek death in the Soudan. For sympathizers it has the company of the Toronto *News*, an ultra Democratic sheet, and Mr. Stavley Hill, M. P., is actually crossing the Atlantic to prevent these "braves" from rushing into the jaws of death. The combination is a strange one, all tucked under one sheet. Canadians do not seek death more than any other class. It is quite true that death comes to river men and drivers when least expected, but that is part of their hazardous profession. With them labor knows no geographical or political boundaries, and seeks employment where it is best paid, notwithstanding the risks and dangers to be run. Again, there are always men with a sprinkling of adventurous spirit; and that pluck, energy and dash, which carried the French-Canadian voyageurs past the confines of civilization across the unknown wilderness to the shores of Hudson Bay, and over the prairies to the foot of the Rocky mountains, to-day prompts them to volunteer for service on the Nile. It is said the Canadians have no quarrel with Soudanese, and the answer is, "No more have the British." We are so far a part of one immense empire, and the interest of the part should be that of the whole. The Empire does not ask this part to fight in the Soudan, but it says: "You have skilled labor which we lack. Lend us that labor and so save the lives of British soldiers." Shall Canada draw back? Not by any means. The disgrace would be lasting as well as infamous were she to do so.

On the question of cost not a cent will the expedition cost the Dominion. Every dollar expended will be met from the imperial exchequer. As for Mr. Stavely Hill, M. P., who on the strength of his having once visited Canada as a British Agricultural Commissioner under the Beaconsfield administration, with the characteristic arrogance of the British Tory, knows Canadians better than Canadians themselves, has sailed from England for Canada to dissuade Canadians from taking part in the expedition. His trip is Quixotic. He is a bumptious person who wants to make a little cheap capital for himself. When he comes to Canada his unpatriotic efforts will be met as they deserve; and he will find the admirers and supporters of Mr. Gladstone and General Wolseley in this country numerous enough to make him believe he has accidentally strayed into a Birmingham Radical caucus.

SOMEWHAT REFRESHING.

Our ancient morning contemporaries are at present engaged in a discussion as to whether investors in Port Moody property should be reimbursed or compensated for loss they may sustain in the event of the terminus being located at some other point further down the Inlet. It will be soon enough to discuss such a proposition when the change has really been made. The suggestion to recompense investors who have held their property, in many cases at several hundred per cent. over cost prices, though fair prices, in many cases, have been offered, is about as foolish and unheard of a proposal as ever emenated from any addled brain. However, when the source is considered it is not a matter of much wonderment.

DISESTABLISHMENT OF THE CHURCH OF SCOTLAND.

There can be no doubt now that the Church of Scotland, as a State church, is doomed. During his recent visit to Edinburgh a large deputation, composed principally of Ministers of the Free Church, waited upon Mr. Gladstone in reference to the matter. The premier is reported to have stated that if the majority of the Scotch members to the House of Commons at the next election were pledged to disestablish the Church of Scotland the government would carry out the popular will. This is the first announcement of the kind ever given by a British statesman in an official capacity, and a new element of bitterness will be thrown into the political caldroun of Scotland at the coming general elections. At the present moment a majority of the Scotch members favor disestablishment, but they were not elected directly upon that issue. The die, however, is now cast, and Mr. Gladstone's important declaration makes the issue clear. The State church of Scotland's fall will soon be succeeded by that of England, and a reign of religious liberty in the fullest sense of the expression inaugurated. In a truly free State there should be no religious tests or sectarian favoritism of any kind imposed or tolerated by those in authority.

THE CORRECT CONCLUSIONS.

The *Colonist* of this morning labors hard to convince its readers and the public that the trade of the Orient is of little or no moment, that the share of it falling to the Canadian Pacific Railway would practically amount to nothing, and that when Mr. Van Horne and others claim that the traffic will amount to considerable, they, according to the gospel as contained in the *Colonist*, know not whereof they are talking. The article referred to is written after a representative of that journal had an interview with Mr. Cyrus W. Field, of New York, whose opinion our contemporary accepts in preference to that of men who have given the matter much consideration. THE TIMES has reason to know that the volume of traffic is greatly in excess of what is usually supposed. The managers of the transcontinental lines are aware of this fact, and well they keep their secrets, for it is quite impossible for anyone to procure statistics or any data on which to base calculations. It has again and again been announced that for a share of the Oriental trade the C. P. R. R. Company were bound to contend with their rivals. Every one desiring the success of that gigantic enterprise should not lend countenance to utterances hostile thereto, and especially so when uttered by parties interested in competing lines. We do not think the company hope to corral all the trade, but the major portion of it they will certainly secure. They can carry cheaper than any competing lines. Their road is the only through one from ocean to ocean. It is shorter by many hundreds of miles, of easier gradients, traversing a country incomparably superior to that tributary to any of the other transcontinental lines. With a rolling stock equipment of the latest and most approved patterns, there need be no fear but that the Canadian Pacific will take care of itself in the future as it is now doing in the East, where railway competition is felt keener than in any part of the globe. The concluding paragraph of our contemporary's article is so transparent in its meaning that a schoolboy can detect the anemus which prompts the entire article. A stern chase is a long one, and no other place can now arise in this Province that will not find itself handicapped as against this city. There is no occasion for alarm on the part of our contemporary. The fittest will survive in the long run.

THAT COMMISSION.

The Mail Describes Its Exhaustive Labors.

The Toronto Mail of the 8th says: Hon. Mr. Chapleau and Hon. Mr. Church have returned to this city from British Columbia after fulfilling their mission in taking evidence on the Chinese question in Victoria, B. C., Portland, Oregon, and San Francisco. The examination of witnesses was very comprehensive and complete. Elaborate reports were supplied by the Chinese consul general in the capital of California. The number of celestials in the Pacific Province, Mr. Chapleau thinks, is twelve or thirteen thousand. The health of Mr. Chapleau has been greatly benefitted by his trip. He returned by the Northern Pacific and Canadian Pacific. The Ottawa correspondent of the same paper gives the following account of

AN INTERVIEW.

Your correspondent hearing that Mr. Chapleau had returned went to see him, but found he was in Montreal. He then called on Mr. Davin, the Secretary of the Chinese Commission, who told him that the Commission had done a large amount of work and taken a great deal of evidence, Judge Gray and Mr. Chapleau sometimes working late into the night. Judge Gray, who has arrived in Ottawa, communicated with them in San Francisco, and with his consent evidence was taken there, evidence which will be a valuable supplement to the large volume of evidence taken before the United States "Joint Committee" in 1876. In Victoria evidence was taken viva voce, and by sending printed questions to persons likely to speak as representative men, or as having special knowledge, and in one or two important cases by dictation, that is to say a clerk was sent to take down the evidence and with the witness revise it. On the evening of their departure Senator Nelson gave a grand banquet at the Driard, where all the leading men of Victoria were present, and to the toast of the evening, "Our Eastern Guests," the Hon. Mr. Chapleau, the Hon. Mr. Church and Mr. Davin responded. Mr. Chapleau's speech seems to have been a happy and masterly effort. In connection with the prospective early completion of the railway he made a splendid eulogy on Sir John Macdonald, which was cheered to the echo. I have no doubt from the description given by the secretary that the report will be valuable and interesting. The commission also sat at Portland where important testimony was procured.

TELEGRAPHIC.

Canadians Bound for the Nile.

A ROYAL BANQUET.

Accident to the Scientists—Courbet's Plans—The Cholera—Old World Notes.

UPRISE IN PERU.

CABLEGRAMS.

THE CHOLERA.

ROME, Sept. 16.—In Naples during the past twenty-four hours, there were 643 fresh cases of cholera and 231 deaths. In other towns throughout Italy, during the same time, there were 86 fresh cases and 36 deaths.

HOPE OF AN OVERTHROW.

LONDON, Sept. 15.—Advices from China state that the Chinese have no intention of blockading the Woo Sung river on which Shanghai is situated, unless the French make an attack. Hundreds of stone-laden boats are in position to be sunk at the approach of the French fleets. It is believed that the neutral powers will seriously object to the closing of this river unless a formal declaration of war shall have been previously made. Paternotre, the French Minister to China, is at Shanghai, intriguing with the peace party among the Chinese. His hope is to bring about a revolution at the palace, and the consequent overthrow of the war party.

COURBET'S PROPOSED CAMPAIGN.

LONDON, Sept. 15.—A Hongkong dispatch to the Times says: Admiral Courbet's plan of a campaign is now supposed to be to flank Ke Lung and march upon Yamsa, thus forcing the Chinese army southward where the hill tribes are hostile. The dispatch states that this campaign will probably fail as a thousand troops from Tonquin have been inadequate to take Ke Lung, and the road to Aomsai is a mere ravine. The French have brought two launches here.

INDIAN CROPS.

LONDON, Sept. 15.—Advices from India report that crop prospects are improving. There has been a favorable rainfall in Bengal, but the drouth still continues in Madras. In Mysor there have been serious floods.

FRONTIER DISTURBANCES.

CONSTANTINOPLE, Sept. 15.—The authorities are about to send reinforcements to Albania, to quell disturbances along the frontier.

ROYAL BANQUET AT WARSAW.

WARSAW, Sept. 16.—At the general banquet last night, ninety persons participated. The Emperor William conducted the Czarina to the table, and the Czar and Emperor, and Francis Joseph followed next to the Czarina. He was seated at a center table with the Austrian Emperor on the right and the German Emperor on her left hand. The Czar sat on the opposite side of the table, and on his right hand sat the Grand Duchess, Maria Pauleovena and next to her Prince Bismark. The three monarchs drank wine together.

ACCIDENT AT A THEATER.

PARIS, Sept. 16.—At a ball in the theater at Cahors last night, the floor collapsed, and twenty-five actors and actresses were injured.

GERMAN MILITARY REALEW.

BERLIN, Sept. 16.—The annual military maneuvers of the German army began to-day. Prince Frederick William and Princess Augusta represented the emperor and empress.

ARBITRATION REFUSED.

PARIS, Sep. 15.—Le Pays publishes an article to-day in which the idea that the French should accept arbitration in the difficulty with China is indignantly rejected. France, it says, has determined to settle her differences with China herself.

REASONS WHY THEY SHOT.

LONDON, Sep. 15.—A Hong Kong dispatch says that the Chinese officials explain that they first fired over the British gunboat Zephyr, and fired directly at her afterwards, because she refused to stop at the first shot.

CANADIAN.

CANADIANS FOR THE NILE.

QUEBEC, Sept. 15.—The steamship Hongkong, which has the Canadian voyageurs for the Nile on board, arrived here last night, and was visited this morning by the Governor-General, Lady Lansdowne and Hon. A. P. Caron, Minister of Militia. His Excellency addressed the officers and men of the contingent. He spoke of the dangers of the Nile, but did not think the rapids were any more dangerous than our Canadian rapids.

ACCIDENTS TO THE SCIENTISTS.

OTTAWA, Ont., Sept. 15.—Several members of a party of British Scientists in the Rocky Mountains had a narrow escape from a fearful death on Friday, while exploring the railway tunnel below Kicking Horse Lake. When 4 miles from the tunnel, there was a sudden collapse precipitating an immense mass of rock in the midst of the party, two of whom were slightly injured. The Geologists have obtained data by which they expect to be able to finally establish the exact age of the mountains.

UNSEASONABLE WEATHER.

HALIFAX, N.S., Sept. 16.—An exceeding cold wave has visited the maratime provinces. In Cumberland county several inches of snow have fallen. On Sunday five inches fell at Moncton, N. B. Crops have suffered greatly from the unseasonable weather.

UNITED STATES.

AN UPRISING IN PERU.

PANAMA, Sept. 15.—The most important news from Peru is that reporting the complete defeat of General Caceres, the principal revolutionary leader, which occurred at Lima on the 27th ult. On the morning of that date Caceres entered the capital of Peru, at the head of a savage mob of mountaineers, who rushed through the streets yelling and firing off guns. Only the preceding evening the governor's troops had been concentrated in their barracks, and the entry of Caceres amounted almost to a surprise. The party obtained possession of the bank of Espiritu Santo, and of the churches of Merced and of St. Augustine. They also attacked Guadolupe, the station of the English railway company. There were some 150 killed in Mercaderes and Badegot streets, near St. Augustine church, and in the Palace square, where the firing was hottest. All the telegraph wires were cut four miles from town, and no trains ran in. At St. Augustine church the fighting proceeded with closed doors.

GENERAL NOTICES.

The Roman Sandal and the Louis XV Heel Slipper cannot be beat, at Geo. H. Maynard's.

City Boot and Shoe store has the largest stock of Boots and Shoes in Victoria. Geo. H. Maynard.

For an excellent meal well cooked, attentive waiters, everything clean and nice, the Oriental Restaurant carries the palm.

Convenient for References.

The B. C. Directory (1884-5) is at present in progress of publication by R. T. Williams, who will spare neither expense nor labor to make it complete in every respect. All subscribers' [illegible] Wolz is the authorized canvasser for the Province.

Robt. T. Williams, Book Binder, Paper Ruler, and Blank Book Manufacturer. Maps and Drawing Paper Mounted. Office of the B. C. Directory, Broad St.

J. BAGNALL & CO., Victoria, B. C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.

On Hand.

We keep on hand a full line of Memorandums and Blank Books of all sizes and styles; also a large assortment of drawing paper, artists' materials, pianofortes, organs, etc.

M. W. WAITT & CO.

NEW TO-DAY.

UPHOLSTERING
AND
Carpet Laying.

PAUL STRAHL,

At Withrow Art Gallery, 213 Fort Street, near Campbell's Drug Store.

Upholstering in all its branches. Spring mattrasses made to order and for the trade. Carpets sewed and laid. Repairing and re-covering Parlor setts. Loose Covers cut, and in fact all that belongs to the

Furniture & Upholstery

Business will be attended to with neatness and despatch and at reasonable prices.

Being well known on the Pacific Coast for the last 20 years, as an expert in my profession, and for the last five years in Victoria, I hope to obtain a fair share of patronage.

Repairing and all work in connection with Billiard Tables a specialty.

PAUL STRAHL,
At Withrow's Art Gallery, 213 Fort Street,
sep 16 1m Near Campbell's Drug Store.

For San Francisco.

Carrying her Majesty's Mails, Wells, Fargo & Co's Express, and Northern Pacific Express.

The Pacific Coast Steamship Co.'s Steamer

QUEEN OF THE PACIFIC,

CAPTAIN ALEXANDER,

Will sail from Victoria wharf, outer harbor, for San Francisco on

MONDAY, SEPT. 22, AT NOON.

Intending Shippers are requested to make arrangements for Freight as early as possible, so that room may be reserved for their shipments. Freight for shipment by her is required to be on the wharf of the undersigned by 5 o'clock P. M. Saturday, the 20th September.

For Freight and Passage apply to

WELCH, RITHET & CO.,
se16-5t Agents.

Esquimalt and Nanaimo Railway.

PARTIES PROPOSING TO TENDER FOR the construction of the Nanaimo section of the Railway are requested to leave their tenders at the Company's office, on or before Friday, the 19th instant.

R. DUNSMUIR.
Victoria, 16th Sept., 1884. se16-td

TO LET.

TO LET.—A single room, comfortably furnished, with grate, for one gentleman. Fort street, between Blanchard and Quadra, 3d house above Bavaria Brewery. sep12-1t

TO LET.—Furnished front room. Enquire of Mrs. Bushell, next door to Methodist Church Pandora Street. sep11-4t

TO RENT.—A pleasant single room, furnished private family, rent cheap. Apply at this office. sep9-4t

TO LET.—A furnished room in a private family; enquire at this office. sep5-1f

FOR SALE.—Split cedar posts for sale in quantities to suit purchaser. Apply to Harrison & McAllister, Johnson street. aug29lm.

Climax Washing Powder, the only preparation which gives general satisfaction.

Pure wines, pure liquors and pure brandies at Fell & Co.'s.

The best place to buy your groceries is at Fell & Co.'s, Fort street.

The old established grocery house of Fell & Co. sell at bed rock prices.

NOTICE.

Having disposed of my right, title and interest in the fruit store on Government street to W. H. Bennett, I hereby recommend my successor to the patronage of my customers, thanking them for the favors so liberally accorded to me. All the debts due to me to date are to be paid to me, and all liabilities will be discharged on presentation.

W. G. LUKER.
Dated 12th Sept., 1884.
Witness: W. F. HEISTERMAN.

LOST.—A Dominion Savings Bank deposit book, yesterday, somewhere in the city. A suitable reward will be given for its return to this office. sep15-3t

Sea Shells For Sale.

Shells from Fort Rupert, suitable for garden walks; can be bought cheap. Shells can be seen at Spratt's wharf.
sep11-4t S. TANNER.

Port Townsend Museum
of Rare Indian Curios.

TOURISTS must not fail to visit it. The boat always lies half an hour. Plenty of time afforded to examine and purchase. The most beautiful, singular and outlandish Alaskan and Northern Indian Carvings—in slate, wood, silver and gold—shells and coral.

AT JAMES JONES' STORE

100 yards from the landing, Port Townsend. Call and examine them. aug28-dw3m (?)

THE UNION HOTEL.

NEW WESTMINSTER.

Under the Present Management has become Very Popular.

The comfort of guests is closely watched. The table is supplied with the best in market. The bar has the finest of wines and liquors and the charges are moderate.

JOHN CARTWRIGHT,
Proprietor.
aug15dw (?)

Cosmopolitan Hotel

A First-Class Family House.

J. J. HUNT & CO., - PROPRIETORS.
WATER STREET.
Port Townsend, Washington Ty.
aug28-dw3m (?)

COAL HARBOR!

Terminus Canadian Pacific Railway.

PROPERTIES FOR SALE

Either by Single Lots, Acres or Blocks

OF ACRES, TO SUIT ALL PARTIES.

Headquarters for Coal Harbor Property,
ROBERTSON, McLAGAN & CO.,
Second Door South of P. O, Government St., VICTORIA.

Notice to Builders.

TENDERS WILL BE RECEIVED BY THE undersigned up to noon, Thursday, 25th Sept. for the erection of a suburban villa. Lowest or any tender will not necessarily be accepted. JOHN TEAGUE, Architect. Government street.

Dissolution of Partnership

The firm of Lemberger & Lewis has been this day dissolved by mutual consent, Frank Lemberger retiring from the firm. In future the firm will be known as Aaron Lewis & Co., who will pay all liabilities and collect all outstanding accounts of the late firm.

LEMBERGER & LEWIS.
Victoria, August 9, 1884. aug30dw-1m.

Dominion Government
SAVINGS BANK.

Depositors are requested to present their Pass Books at the Office, on Government Street, for insertion of the accrued interest at the 30th June, 1884.

JOHN GRAHAM,
Assistant Receiver-General.
Victoria, Sept. 12th, 1884. se15-1m

FOR SALE.

For sale the Six Year old STALLION

BLACK PRINCE!

This horse stands 16½ hands high, weighs 1500 lbs. Took the first prize at the Lynn County, Or., Show, for the best general purpose horse.

Will be Sold at a Decided Bargain.

CAMERON BROS.,
Sept. 15. 1m Beacon Hill.

BRITISH COLUMBIA
AGRICULTURAL
ASSOCIATION
EXHIBITION
—WILL BE HELD—
At Beacon Hill, Friday and Saturday,
Sept. 26 and 27, 1884.

SPEEDING HORSES BOTH DAYS.

Special Passenger and Freight Rates:

ARRANGEMENTS HAVE BEEN MADE with Mr. A. Onderdonk and Captain John Irving to carry Freight and Passengers over the Canadian Pacific Railway, and the lines covered by the Canadian Pacific Navigation Company, at Half Rates for Round Trip Tickets.

The O. R. & N. Co. will carry passengers at 40 per cent. off the regular fare for round trip tickets. se8td.

Colonist and Standard please copy.

The Annie Wright Seminary.

The Rt. Rev. J. A. Paddock, D. D. Rector, will open the 4th of September, for boarding and day pupils. The English, Music, Drawing and Painting teachers educated in the East.

THE FRENCH AND GERMAN TEACHER, a German lady, has spent a number of years in Paris. She brings letters of recommendation from the daughters of Lord Plunket, Bishop of Meath, in whose family she taught for many years. For Circulars address:

MRS. LEMUEL H. WELLS,
Tacoma, W. T.
aug16-1m

Grand Pacific Hotel.

Cor. Johnson and Store Sts., Victoria, B. C.

This new three-story fire-proof Brick Building was expressly built for a hotel, with 60 well-furnished rooms and is one of the best located Houses in the City.

$1.00 A DAY AND UPWARDS.

The bar will be found well stocked with the best brands of wines, liquors and cigars. Billiards and Pool Tables.

DAVID ELLIS, (Late of the Commercial) Proprietor.

BUILDING LUMBER.

THE

Dominion Sawmill Co.

(LIMITED)

Have on hand, at their Lumber Yard
(Near Albion Iron Works),
All kinds of Rough, Dressed and Finishing
Lumber,
Shingles,
Laths,
Pickets, etc.,

And are now prepared to Cut to Order at the Mill, and Deliver Promptly, complete bills for dwelling or other houses including

Windows, Doors, Moulding, Etc

of Superior Quality at Lowest Current Prices.

se8-tf J. M. COWPER, Agent.

Fine Family Groceries.

The Oldest Established
House in Victoria.

AN ADDRESS TO COMERS.

Whatever you require in the above line of a superior quality, should you desire to supply the table, you can procure fine English Pickles, Preserves and Jams, [illegible]

FELL & Co., Fort Street.

C.P.N.CO., L'd.

This Company has the Finest and Fastest steamers in the Province, carrying H. M. mails and B. C. express, run on regular time, offer more facilities to the trade, better accommodations to travelers, tourists, and excursionists, and is always cheaper than competing lines.

Fare to New Westminster:

Per Steamer YOSTMITE.
Wednesday September 17th, - 50 cents.
Freight per ton - - - - - - - $1.00.

JNO. IRVING, Manager.

ESTABLISHED 1862.

H. F. Heisterman & Co.,
Real Estate Agents,
Langley Street.

Offer For Sale:

SEVERAL Choice business lots in the heart of the city, several dwelling houses in most eligible locations, four or five choice farms in South Saanich and other districts.

—ALSO—

SEVERAL plots of land on Lulu Island, Fraser River.

A Large Number of Homestead Lots on the Hillside Extension of the Work Estate.

Also a number of acre lots on the Burnside Road Extension of the same.

All on Easy Terms of Payment.

MONEY TO LOAN.

on Real Estate security, at reasonable rates, and in sums to suit.

ALL KINDS OF CONVEYANCES

and other documents prepared with dispatch.

AGENTS FOR THE

Phœnix Fire Insurance Co.

OF BROOKLYN, N. Y.

H. F. HEISTERMAN & CO.,
Real Estate Agents,
LANGLEY STREET.

HOOPER & BORDE,
CUSTOM
Boot and Shoe Makers,
Government Street, bet. Johnson and Yates.

ALL WORK MADE OF THE BEST MATERIAL and a good fit guaranteed. Repairing secures prompt attention.

BRUNSWICK HOTEL

Cor. Yates & Douglas Sts. VICTORIA, B.C.

NEW HOUSE! NEW FURNITURE!

Excellent Accommodations for $1.00
First Class White Cooks
And White Waiters.

Table Board, - - - - - - $5 00
Table Board, with Room, - $6 to 8 00

NO LIQUORS SOLD ON THE PREMISES.
FIRST CLASS CIGARS ALWAYS ON HAND.

R. H. BRYANT, Proprietor.

J. P. DAVIES & CO.,
AUCTIONEERS
Commission Merchants.
WHARF STREET.

ONLY CHINESE INTELLIGENCE OFFICE IN THE CITY.

HUNG TUCK.

JOHNSON ST., 1 door west of Colonial Hotel.

ORDERS FOR ALL KINDS OF CHINESE labor promptly attended to. Contracts promptly filled.

T. H. Jackson, Manager. VICTORIA, B. C.

WHITE HORSE
Saloon and Grocery.

THE UNDERSIGNED, HAVING PURCHASED the above well known Saloon and Grocery, will keep constantly on hand a general assortment of the best Groceries, Liquors and Cigars.

se15-1m JOHN WALSH.

J. P. DAVIES & CO.
Auctioneers,
PROVINCIAL GOVERNMENT

Auction Sale!

—OF—

48

VICTORIA CITY
Town Lots.

WE HAVE RECEIVED INSTRUCTIONS from Hon. Wm. Smithe, Chief Commissioner of Lands and Works, to sell by

PUBLIC AUCTION

FOR ACCOUNT OF THE
Government of British Columbia,
AT OUR SALESROOM, WHARF ST.,
Saturday, October 11, 1884.
AT 12 O'CLOCK, M
FORTY-EIGHT CITY LOTS,
LOCATED IN
JAMES BAY

And known on the Official Map as Lots numbered as follows:

IN BLOCK 42,
927, 928, 929, 947, 948, 949.

IN BLOCK 44,
1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325.

IN BLOCK 46,
1342, 1343, 1344, 1345.

IN BLOCK 66,
1961, 1962, 1963, 1964, 1965, 1968, 1969, 1970, 1971, 1972.

Victoria Harbor Water Lots,
546 A, 550 A, 551 a, 552 a, 564 a, 567 a, 568 a, 569 a, 570 C.

MAPS of the City of Victoria contain all the Lots. At an early date we will distribute a Special Map of the James Bay portion of the City of Victoria, which will include all the Lots to be sold and terms of sale.

JOSHUA DAVIES,
Auctioneer.

LARGEST AND FINEST STOCK OF
PICTURES, MOULDINGS,
Picture Frames, Mirrors,
Fancy Brackets, Cornices, Etc., Etc.
Office and Fine Furniture
Made to order and on hand.
REDUCED PRICES, BEST GOODS.
JOSEPH SOMMERS,
200 Government street, 2 doors below Fort st.

ESTABLISHED 1858.

LANGLEY & CO.,
Pharmaceutical Chemists,
Wholesale and Retail
DRUGGISTS
VICTORIA, B. C.

STEINWAY & SONS,
STYLE F.
NO. - - - - 52,670.
—AT—
CROSS' MUSICAL AGENCY.
aug23-tf

LOCAL NEWS.

Description of a Beautiful Medal.

BRYANT'S ANXIOUS ENQUIRERS.

A Suicide—The Terminal Question—Canadian Pacific Telegraph—Marine News.

ARRIVED AT OTTAWA.

Inspection.

The official inspection of the Victoria Rifle Company will be held during the last week in October.

To Correspondents.

Parties sending contributions to THE TIMES will please bear in mind to write but on one side of the sheet only.

Homeward Bound.

Bark Harvest Home, having completed loading her cargo, will start for Liverpool this week, probably Friday. She takes a large cargo of salmon, consigned to Welch & Co.

Sentence Reserved.

In the case of William Selleck for libeling Capt. John Howard, this morning Judge Pemberton stated that he would take till Friday next to consider the case before pronouncing on it.

Security for Costs.

In Vice Admiralty Court yesterday, an order was made to compel the owner and crew of the schooner Champion, to find security in the sum of $500 for costs of suit, claiming salvage on the steamship Umatilla.

Arrived at Ottawa.

The Hon. Mr. Justice Gray, Mrs. Gray, and Miss Gray, and Mr. N. F. Davin, Secretary of the Commission to enquire into the Chinese question, arrived from British Columbia at Ottawa, Sept. 5th. The Hon. Mr. Chapleau, chairman of the Commission, went to Montreal.

The Assault Case.

Wong Sing, on remand for assault, appeared in Court this morning. Mr. Walls, counsel for the defence, stated that the prosecutor had not appeared, and he asked that the case be dismissed. This was done, but it was understood that the defendant would pay the doctor's bill.

Death at Kamloops.

Press Dispatch.

KAMLOOPS, Sep. 15—Frank Hutchins, a rancher at the North Thompson River, was found dead on the bank of the river, opposite Campbell's Hotel here this morning. He was intoxicated the night before.

The Regular Docket.

Charley, a Cowichan, Jimmy Chickens, Jennie and Charlie, Songishs, were found guilty this morning of being drunk and disorderly, and were fined $5 each. Jennie, for having a bottle of gin in her possession, was fined $25. William Harry, for being drunk, was fined $1.25.

A Bank Clerk Suicides.

Information has reached Toronto that Jas. C. Law suicided at Union Mills, Indiana, by shooting himself with a revolver. Law was clerk in the Bank of British North America, Toronto, and his resignation took effect on the 15th inst., when he left for Chicago. He was well liked, steady, and popular with his fellow clerks, who can assign no cause for his rash act. Law belongs to Forfar, Scotland.

Bryant's Anxious Enquiries.

Several business acquaintances of R. H. Bryant, late proprietor of the Brunswick, would like to see him, for substantial sums of which he is reported to be in arrears. Mr. Bryant sold out his interest to W. E. Osterhout, last Friday afternoon, as is stated, and on Saturday he remarked to friends that he was going to the outer wharf for a few moments with the intention of returning soon. He never came back, and it is supposed he went below on the Mexico. Hence the anxiety of the people aforesaid. "Will ye no come back again?"

A Liberal Offer.

Owing to the large sale of our beautiful view of Victoria, we have been able to increase our issue largely, and will give our patrons the benefit of the decreased cost. Everyone will be supplied at half the original cost, viz: $1 25. Those who have paid $2 50 for the view will be supplied additional equal to those which they paid for, gratis. J. B. FERGUSON & Co.

Superintendent of Telegraph.

Alex. Tindsey, Superintendent of Telegraph for the Canadian Pacific railroad, arrived here this afternoon on the steamer North Pacific, accompanied by his wife. It is stated that he will pay the Mainland a visit.

From Nanaimo.

Steamer R. P. Rithet arrived this afternoon with the following passengers: Spink, Sutton, Fraser, J Broadwell, Mrs Broadwell, Mrs Briggs, Mrs Wentworth, Mrs Stark, Mrs H Smith Heathorn, J W Williams & wife, Robinson, Shields, Couick, Roe, Smith, Fox, Powers, Watson, Harrie, Farnsworth, Tennis, Buto, Baldwin, Webb, McCarthy, Eastman, Yoman, Clyde, Cockill, Webb, Gilbert and 50 others.

Through Freight.

The volume of through trade over the Northern Pacific Railway for British Columbia is larger than that for all points north of Portland in Washington Territory. A recent number of the Tacoma Ledger says: "Last night's freight train consisted of one car of merchandise for Tacoma, one for New Westminster, one for Seattle, two of sheep for the same place, and six cars of bonded goods."

Not Much Gold.

Intelligence has recently been had says the Winnipeg Sun from the Moody prospecting party who left here last spring for the mountains, and who, it may be recollected, experienced some little unpleasantness with Canadian Pacific Railway conductors owing to their traveling on unfairly acquired laborers' passes. The party, however, reached Calgary, fitted themselves out with horses and an ample supply of provisions, and then lit out for the mountains, bent on striking it rich. So far, however, they have been very unfortunate. They had to abandon their horses owing to their inability to climb precipitous mountains, and lug their outfit more than fifty miles on their back. Having done all this, they found the water too high in the creeks for placer mining, and consequently their trip has been so far fruitless. Of course they are enjoying the bracing mountain air.

ISLAND RAILWAY.

President Dunsmuir Talks Freely About It.

A CALL FOR TENDERS.

Iron on the Way—Locomotives Now Being Built—Howe Truss Bridges.

THE ENGINEERS AT WORK.

There is perhaps not a man on Vancouver Island, or in British Columbia anywhere, who does not take a strong interest in the Island Railway project. On all hands it has been expected that when the work of construction began it would loose the wheels of business, and cause renewed life and activity to pervade every channel. Giving employment to hundreds of laboring men who otherwise might be idle, they, as well as those engaged in various pursuits on their own account, have watched, and carefully read all about it. Besides, every progressive person has realized that the Island is sadly in need of a railroad, that it would cause villages and hamlets, even active towns to spring up, where none now exist, and altogether would increase the volume of trade, tending in various ways toward the upbuilding of its industries. Thinking that at this time

SOMETHING QUITE TANGIBLE

Might be given about the Island railway a representative of THE TIMES this morning called on Mr. Robt. Dunsmuir, President of the company, at his new and comfortable offices in the Redfern building.

"I come, Mr. Dunsmuir," said the scribe, "to find out all I can concerning your railway project. A good deal has been published lately of a fragmentary sort, and now some facts, coming direct from you, as to time of beginning the work, and particulars, would prove unusually acceptable."

"All that has lately been published," said Mr. Dunsmuir, "must have come from outside sources, for I have made no statement direct to any of the papers. However, the contract for the first twenty-five miles, from Nanaimo to Chemainus river, will be let this week. I was just now consulting my Chief Engineer, Mr. Joseph Hunter, about calling for tenders." Hastily ringing the bell, and summoning his Chief Engineer, Mr. Dunsmuir, after consulting the former, instructed him to write out an advertisement for tenders, and handing it to the reporter, said:

"Please publish that in THE TIMES. The time has arrived when things are to move." The paper was significant. It read:

ESQUIMALT AND NANAIMO RAILWAY.

Parties proposing to tender for the construction of the Nanaimo section of this railway are requested to leave their tenders at the company's office on or before Friday, the 19th instant.

R. DUNSMUIR,
Victoria, 16th Sept. President.

"This twenty-five miles, resumed the president," when the advertisement had been scanned, is over a very heavily timbered region. It is wonderful what a growth of pine and fir is to be found there. However, it is about the easiest to build over of the seventy miles projected, or indeed of the entire one hundred and sixty miles, along which our grant extends. This contract of twenty-five miles will be finished the ties on, and all ready for the rails by April 1st next. We will let other contracts just as soon as the surveys of other sections are finished. A great deal of the engineering work has hitherto devolved upon Johannes Graff. Chief Engineer Hunter now has his forces divided into two squads of an average of twenty-five men each, each division being under Engineers Chas. E. Perry, and Johannes Graff. The work on the Nanaimo section will commence immediately after contract is awarded on Friday, and by the end of eighteen months I expect to have the seventy miles, from Nanaimo to Esquimalt, completed and ready for running trains. Then we will build down to Victoria, but I

WONT TELL YOU WHERE THE TERMINUS

Will be, humerously added, the sage president. The reporter divining that there mi ht be a chance for a real estate speculation, mildly felt for a pointer, but it was not forthcoming. Mr. Dunsmuir being evidently of the opinion that he knew how to handle a terminal scheme as well as anybody.

Engineer Hunter, who was still present, here vouchsafed some information in regard to topography, bridges, etc. He said that at present the engineers had to "feel their way" through the dense woods, by climbing trees, and by other difficult means.

ISLAND BRIDGE BUILDING.

Said the chief engineer: "We have five or six principal bridges. One is across Saanich Inlet over a ravine 250 feet deep, and requiring spans to a total length of 500 feet. Then five Howe truss bridges will be required across the five rivers, Chase Nanaimo, Chemainus, Cowichan and Kokasailah. In addition to these there are several small streams. "You see," said Mr. Hunter, "we have to cross all the rivers and ridges latterally, and this is what makes our work difficult. We push over the hills, through the dense woods, and have hard rock cuts, as well as deep fills. Our road will cost a great deal of money. It is not like building a road along the Fraser, for instance, where the valley is broad and comparatively level."

"What arrangements have you made for iron and rolling stock?" was the inquiry next made of President Dunsmuir. "Our

FIRST SHIP LOAD OF IRON

Is on the way from England. It is all manufactured at Chas. Cammel & Co.'s works, Sheffield, and is of the finest steel. Nearly 7000 tons will be necessary for the line and side tracks. The weight is fifty-four pounds to the yard, or four pounds heavier than is called for by the Government. The track is standard gauge—4 feet 8½ inches. Two elegant locomotives have already been ordered, and ample provisions have been made for freight and passenger cars, which will be manufactured on this coast. The locomotives are now being built at the Schenectady, N. Y., Locomotive Works. They each have 17x36-inch cylinders, with 4½ foot drivers, and each will weigh 33 tons. They will be out as soon as we are ready. As will be seen by the dimensions, the engines will be large and powerful. They are the same as those on the Central Pacific, except on the mountain divisions."

"How many men will be employed on the first section?"

"That will be a matter entirely with the contractor, except, however, as regards the completion by the date I have mentioned. It must be done by that time, and consequently large forces will be necessary. All the Howe truss bridges will be built here, and iron bridges will be largely built on this end of the line."

Mr. Dunsmuir added, in connection with the other statements herewith submitted, that the road, owing to the primitive condition of the county, its roughness and heavy timber, would cost a much larger sum than was generally supposed. It was a great undertaking, and as is evident to everyone must cost very large sums of money to get in proper shape. The road, however, is beyond question destined to greatly enliven things on the Island. The information herewith was given very freely by the President of the Island railway, and the public may fully rely on it.

WHAT AN OUTSIDER SAYS.

An Opinion Concerning the Canadian Pacific Railroad Terminus.

Mr. Galbraith, editor and proprietor of the Manitoba Mountaineer newspaper who spent last winter in New Westminster for the benefit of his health, in reference to the proposed Pacific terminus of the Canadian Pacific Railroad, says:

The decision of the C. P. R. to change the terminus to Coal harbor is undoubtedly a good one, both in the interest of the general public and of the company. The several miles of town lots at Port Moody is nothing more or less than a mountain side, on the greater part of which, in the winter time, the sun never shines, and the heavy incline of which would be a serious objection, if not an effectual bar, to the growth of any considerable town; besides, the area of water at Port Moody is contracted, and every time the tide goes out a couple of hundred acres of unsightly mud comes into disagreeable prominence. Coal harbor, on the other hand, is a commodious sheet of water with almost perpendicular banks, and as a harbor is as well protected as Port Moody from the gales of the gulf; while the land overlooking the water is level or gently rolling, and in all respects most fit for the British Columbia metropolis, which the terminus of the C. P. R. will ultimately become. The beautiful little town of Granville, on Coal Harbor, is, indeed, an ideal town site.

MARINE NOTES.

The ship Eclipse, at Nanaimo, was expected to complete her cargo of coal today.

The ship Detroit, Capt. Rock, was today towed to Nanaimo to receive a cargo of coal.

Ships Challenger and Harvester have been chartered for coal from Nanaimo to San Francisco.

Steamer Wellington arrived in San Francisco September 13th, with coal from Departure Bay.

British bark Rover of the Seas was spoken at sea, July 27th, Lat. 15 N., long. 26 from London for Victoria.

The English steamer Barnard Castle, Capt. Smith, should have completed her load of Departure Bay coal to-day, and put to sea.

The Queen of Pacific is announced to make but one more trip to Victoria, when she will be placed on the Portland route, taking the place of the State of California, which will be laid up for about a month to receive her new boilers, which have just been finished. The George W. Elder will be substituted in the Queen's place on the Victoria route.

VOICE OF THE PEOPLE.

(THE TIMES wishes it to be distinctly understood that it is in no wise responsible for, and does not necessarily agree with its correspondents.)

The Terminus.

PORTLAND, Sept. 8, 1884.

TO THE EDITOR OF THE TIMES:

SIR—Since I have been induced to become a purchaser of Port Moody property it is perhaps pardonable that a foreigner, inheriting from his British forefather, is the well accredited privilege of a natural growl, hence you will excuse me for exercising this privilege. Your Dominion Government officially announced that Port Moody was the terminus of the C. P. Railway, and I, with hundreds of others, placing implicit faith in said announcement invested largely. Now to be told, forsooth, that the terminus is to be moved to Coal Harbor at Port Moody. I examined both locations, and can state without fear of contradiction that Port Moody townsite and neighborhood are far in advance, in all matters, when the two localities are placed in comparison. "Straws show whither the wind listeth," and if your readers will analyze the true reason for all this commotion it will be found that speculators who have bought land near Coal Harbor and English Bay are prima facia, the cause of this tempest and at the head of the boomers stand your principal office holders whom I am led to believe own property near it if not joining the Government then probably after the land is all sold, and you officeholders enriched, the terminus will be located at English Bay, and probably when some routine has been enacted, some visionary schemer may get up a boom for a floating terminus for the convenience of future officials of the government, after the present ones have disposed of all the lands for the benefit of the Indians, or any other purpose, at Coal Harbor, to sell tide lands for town sites. Permit me to ask if the Government of the Dominion intends to stultify itself by permitting such outrages? If so the sooner it is known the better. But Mr. Van Horne cannot hoodwink persons who have their eyes open. If, as he stated, "all the frontage in the inlet would be required for railway purposes," why not if they wish to go to Coal harbor, continue the line from Port Moody down the inlet, instead of making a special line that leads to, and would pass through, a wilderness for from 15 to 20 miles, from point of connection with main line to Coal Harbor, ostensibly for an imaginary site for the terminal town far surpassing the Port Moody surroundings, which fact in itself is a sufficient inducement, we are told, to cause the quasi-abandonment of Port Moody. Before I purchased property reserve, which reserves two out of the four gentlemen comprising your Provincial Government are willing to donate to the Syndicate in order to enrich themselves without any benefit accruing to the Province. We hear of such proceedings, occasionally in the United States, but in a country where British authority is swayed we Americans naturally look for a purer state of affairs. If the Syndicate will build a retaining wall across the harbor of Port Moody and fill up that portion of the harbor known as the mud flats, it will reclaim four or five hundred acres that will prove more valuable property than the presumed advantages that Coal Harbor boomers possess. Taking the area of Coal Harbor and all the available frontage it contains, it will be found that the shipping accommodation is not one-half that of Port Moody. This is not guess work, but an ascertained fact. To what are we to attribute this howl about the shortcomings of Port Moody, but the greed of land grabbers to speculate, which, assuredly in the long run, will not help the cause they advocate, when the true situation is is fully understood by those in authority at home. BLUENOSE.

THE FIELD MEDAL.

Copy now in the City—Recognition of his Services by the United States—A Millionaire who began a Cash Boy.

Recent comments on the wonderful experiences of Cyrus W. Field has drawn out many facts in regard to his life. A wonderful family, these Fields were something like the Beechers, for all are strong, brainy men, though they excel in different ways. The brothers, James T., David Dudley and Cyrus W., have all become famous. Col. Stevens, U. S. Consul, has in his possession a bronze copy of a magnificent medal presented by the American Congress to the originator of the cable in 1867. On one side is represented

THE WIND-TOSSED WAVES

of the Atlantic, on either side of which is poised the two hemispheres, America and Europe. Swinging around the semi-circle portion of the medal under the water is a chain representing the cable. Two ships, the Niagara and the Agamemnon, are shown in the distance, while above those surrounded by clouds appears the head of the great inventor. Yet above, and apparently reaching out of the heavens, is a hand in which is a crown of flowers which is being placed upon the brow. The forked lightning playing over the weird sea scene is beheld, while over all is the inscription: "Honor and Fame are the reward." Below this is "Indomitable perseverence and enduring faith achieved the success." On the reverse side of the medal, with a picture of the globe, flowers, and the banner of the United States, is:

By Resolution of the Congress of
The United States,
March 2, 1867, To
Cyrus W. Field, of New York,
For His Foresight, Faith and Persistency
In Establishing
Telegraphic Communication
By Means of the
Atlantic Telegraph
Connecting the Old With the New
World.

The New York Mining Journal speaking of the celebrating of the event of laying the cable, said recently: The city was so crowded with sight-seers that the people slept in arm chairs at the hotels, or camped out in the parks. The military parade and the civil societies swelled the large line; the trades unions sent tableaux on wheels representing various artisans at work. Then, standing in an open barouche, and bowing to the right and left in response to the cheers of the crowd, came the hero of the occasion, Cyrus W. Field, a tall, nervous looking gentleman, with light brown hair and beard, a Roman nose, bluish-gray eyes, and the sanguine face of a born Yankee. As he was then, so Mr. Field is now—a trifle stouter, perhaps, and with a tinge of silver among his auburn hair. The years since his great triumph

HAVE TOUCHED HIM LIGHTLY.

A born Yankee Mr. Field certainly is. He first saw the light at Stockbridge, Massachusetts, on October 30, 1819. He was the youngest son of a New England clergyman, who subsequently removed to Haddam, Connecticut. His brother, David Dudley, was given a collegiate education; instead of a classical education Cyrus received $25 in cash and his father's blessing. With these treasures, and a fair knowledge of reading, writing and arithmetic, he was sent to New York and obtained a situation as cash-boy in Alexander T. Stewart's store, at the liberal salary of $2 a week. For three years young Cyrus worked and starved in the employ of the dry goods millionaire, and then a better and brighter life was opened to him as travelling salesman for a paper maker at Lee, Connecticut. Even in Stewart's establishment Cyrus made his mark by his energy and ability, and when he went away the clerks clubbed together and presented him with a diamond pin and a farewell supper. Alex. T. Stewart gave him nothing. Strangely enough Mr. Field has lived to see the name of Alex. T. Stewart

AS THOROUGHLY PAINTED OUT

As if that millionaire had never lived. Comforted by one good supper and adorned with his presentation pin, Cyrus threw himself into the work of selling paper with such zeal that in two years he had mastered the business. He then formed a copartnership in this city. His venture was unsuccessful, and in a few months he was bankrupt. The blow was a heavy one; he had been recently married, and had lost every dollar, but Mr. Field bore his misfortune with his accustomed courage. He started in again, and on the first day that he took possession of his new office, he made the sanguine remark: "I shall make a fortune here in twenty years." Better than his word, he made his fortune in twelve years and retired, still in the prime of life, to enjoy that rest which he had never before known since his boyhood. In a leisure moment he formed an acquaintance with one Gisborne, now

SUPERINTENDENT OF THE CANADIAN TELEGRAPH,

Who had conceived the project of an Atlantic cable, and had procured a charter for the laying of the cable from the Legislature of New Foundland. There Grisborne's work had ended; but he talked it over with Mr. Field, whose leisure hung heavily upon him, although he had traveled through Bogota, Guayaquil and Ecuador with Church, who painted the "Heart of the Andes," to try and while away the time. Mr. Field became interested in Gisborne's scheme, and one night while studying the geographical globe, which still stands in his library, his interest flamed into enthusiasm, and he shouted, "It can be done, and it shall be done!" The next night he called together his friends—Peter Cooper, Moses Taylor, Marshall O. Roberts, Chandler White and Wilson G. Hunt—and preached Atlantic cable to them until they were converted to his plans. A stock company was formed, the necessary capital for preliminary expenses subscribed; his brother Dudley acted as lawyer of the enterprise, and Cyrus sailed for England to wrest the money for the cable

FROM BRITISH INVESTORS.

No monk of old ever preached the Crusade with greater vehemence, and in a wonderfully short time, and in defiance of innumerable difficulties, the cable was commenced and the ships chartered to lay it. Before the Atlantic cable was an accomplished fact Mr. Field had labored upon it for twelve years and had crossed the ocean fifty-one times. The first cable would not operate, but lay dead in its ocean grave. The second cable spoke for three weeks, then parted and was as dead as the first. In 1866 the Great Eastern succeeded in permanently uniting the two worlds. Then all the terrible labors of twelve years were forgotten in the triumphs of success. Congress voted Mr. Field a medal; the Paris Exposition sent him another medal; the Queen of England knighted his associates, and he would have been Sir Cyrus had not his

AMERICAN BIRTH AND PREJUDICES

Prevented. In 1879 he celebrated, at the Grammercy Park mansion, the silver wedding of the cable project, and here, as in England, the best society did honor to his achievements. William M. Evarts, in his commemorative address, declared "Columbus said: 'Here is one world, let there be two.' But Cyrus W. Field said: 'Here are two worlds, let there be one,' and both commands were obeyed." Mr. Field is the owner of the Washington building and other real estate valued at $10,000,000. In stocks, bonds, and other securities, he has $20,000,000 more. He owns a country house at Irvington and a mansion opposite that of his former business associate and recent rival, Samuel J. Tilden, in Grammercy square. In Mr. Field's shirt front flashes one of the largest and purest emeralds in the world, and one often wonders as he admires that jewel, whether Mr. Field really values it higher than the diamond pin presented to him when a poor cash boy, by A. T. Stewart's clerks.

FINANCIAL AND COMMERCIAL NOTES.

Latest Cable advices quote Hudson Bay Company stock at £25½, and Northwestern land at 47s. 6d. A year ago Hudson sold at £25⅝.

The price of silver bullion in London: the leading Canadian was 50⅝d per ounce.

The following shows the closing prices of bank shares as compared with the corresponding periods of 1884 and 1883.:

	1884	1883
Montreal	191¼	198
Ontario	112½	117
Toronto	178¾	185¼
Merchants	114	122
Commerce	123	123¼
Imperial	126	143
Federal	60	162¾
Dominion	190	202
Standard	113¼	116
Hamilton	116½	118
Molsons	115	127

In commercial circles the general situation appears unchanged, and there are but few new features to chronicle. The grain crops are now assured. On the whole the yield is much greater than last year, but owing to the low prices the value of the crops to farmers will not be so very much greater. As is always the case when low prices rule, the probabilities are that as much grain as possible will be held back. This will necessarily restrict the movements of trade, and keep business quiet. Among merchants there is a hopeful feeling existing, in anticipation of a good fall trade. Manufactures, however, appear still to be under a cloud, with large stocks. Indications, however, point to a fair trade within the next three months. What the effect of improved business will be on stocks remains to be seen. In many cases it cannot be denied that prices are high, and that manipulation has carried them beyond the figures at which investors would take them.

A party in the wheat trade on the Pacific slope says that the wheat crop there is the largest ever raised, and is being sold freely, as the farmers are poor. The recent panic took some $15,000,000 out of the people of that region, and they are obliged to sell their grain in order to raise money.

The Transcontinental Association did nothing at Saratoga, and will meet at Chicago on the 15th of December.

The first load of new wheat appeared in the Brandon market on August 30, and sold at $1 per bushel. For local use later a load sold at 80c.

Bradstreet's special Minnesota and Dakota telegraphic advices are, that 64,000,000 bushels of wheat is none too large, and that the quality is excellent. California crops are described as superb. Indian corn promises, if free from frost for ten days, the largest yield on record Reports of rains in the United Kingdom, a drouth in India, and the unexpectedly small increase in the visible supply of wheat, served to advance prices during the week, so that after the decline of the past week the gain since August 29 is ¾ cents. The San Francisco correspondent of Bradstreet's reports that general trade is stagnated. This, in the midst of plenty, is explained as due to the transition state of commerce, caused by changes in transportation.

A Mentor.

Professor McCoun, of the Geological Survey, well known to many in British Columbia, accompanies members of the British Association on their trip to the Rocky mountains.

PERSONAL.

Mr. C. Steel, of Sooke, is in the city.

J. S. Danfield, of Ohio, is at the Oriental.

CLASSIFIED BUSINESS CARDS.

ARCHITECTS.

HERMANN O. TIEDEMANN,
ARCHITECT AND CIVIL ENGINEER,
LANGLEY STREET, VICTORIA, B. C.

JOHN TEAGUE,
ARCHITECT.
GOVERNMENT STREET, VICTORIA, B. C.

SUMMER BEVERAGES.

S. C. BURRIS.
ARCHITECT,
Corner Yates and Broad Streets,
Moody's Building. Front Room, Up Stairs.

H. H. LESLIE,
ARCHITECT,
OFFICE—Over E. M. Johnson's, rear of Bank of British Columbia, Victoria.
Plans, Specifications and Contracts Drawn, Estimates given, and Work Superintended.

VETERINARY SURGEONS.

GEORGE F. TILBURY, M. R. C. V. S.,
VETERINARY SURGEON,
Opposite Davies Cattle Sale Yard, Fort street,
VICTORIA, B. C.

TAILORS.

Mrs. M. A. HILDEBRAND,
TAILORESS.
N. E. Cor. Douglas and View Sts, VICTORIA.
Gentlemen's clothing cleaned and repaired.
Alterations a specialty.

JAMES LEASK & Co.
TAILORS,
FORT STREET, VICTORIA, B. C.
Where gentlemen can walk in and buy Fine English Cloth and get Fashionable American Suits.

BOOTS AND SHOES.

IRVING BRO.'S,
BOOT AND SHOE STORE,
Government Street, bet. Broughton & Courtney, Victoria, B. C.
REPAIRING A SPECIALTY.

FRUITS AND CONFECTIONERY.

H. A. LILLEY,
MANUFACTURER OF
FINE UNADULTERATED CONFECTIONERY
Dealer in Foreign and Domestic Fruits.
Douglas St., bet. Johnson & Pandora, Victoria.

DRY GOODS.

[Established 1862.
CITY HOUSE.
WM. WILSON & CO.
Importers of English Merchandise and Dealers in Dry Goods, Etc.

COMMERCE HOUSE.
DRY GOODS, MILLINERY & CARPETS,
TERMS CASH.
David Spencer,
GOVERNMENT STREET, VICTORIA, B. C.

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W. HEATHORN,
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The Daily Times.

Victoria, Tuesday, Sept. 16, 1884.

THE HUNDREDTH MAN.

[Flora Haines Apponyi in The Current.]

"Now see here, my friend," said John Proctor, his honest eyes looking gravely into the tramp's face as he balanced a dime on the tip of his finger. "I'm not going to read you a homily on the subject of labor, but I want to present for your consideration a little matter of statistics. You know, as well as I, that the territory is swarming with men of your class. No less than six, begging for money, have stopped me on the streets to-day; while down there at the yard"—indicating with his hand a row of tall lumber piles surrounding a small building in the distance—"we haven't had three applications for work in a month."

"Try me."

"Do you imagine you would work if you had the chance? I have had a little experience with fellows of your sort. You have such remarkable appetites." He addressed him generically, as the representative of a race. "You work half an hour, then come around with the plea that you can't labor on an empty stomach, draw an advance of half a dollar on your wages, and that is the last we ever see of you."

The man retorted so sharply that one could almost have fancied the poor remnant of spirit still abiding in him stirred to something resembling wrath.

"That's always the way," he muttered. "Say we won't work; then won't give us a show. I know we're a pretty low-down lot, but some of us start out square enough. If a man once gets down, there's no getting up again."

There was something almost pathetic in his very sullenness as he shuffled away, his rags flapping in the breeze, and ill-mated shoes clattering an accompaniment to his gait.

"Come back here, will you!"

John Proctor's voice was stern and decisive. The tramp halted, hesitated, looked away, then shuffled back again.

"Come down to the yard this afternoon and I'll give you a job. But take the half dollar and get filled up first."

He had exchanged the dime for a larger coin and held it in his outstretched palm. The man did not immediately extend his hand to take it. In the moment or two that elapsed the young lumberman thought that he detected a trace of something allied to resentful pride in his bearing. But the illusion vanished as a grimy hand closed greedily upon the silver, and the fellow disappeared without even troubling himself to make any formal expression of his gratitude.

John Proctor looked after him with a quizzical smile. Five minutes later he knew his own name would be the toast of a drunken crowd of loafers in the saloon around the corner. It was not his first experience of the kind. To be sure it wouldn't help to advance a certain Quixotic reputation which had attached itself to him since his first advent in this little new Mexican town. But he had steadily adhered to his creed: Granted that ninety-nine out of a hundred of this floating population were thieves and mendicants, he was wont to say he preferred to be victimized by the ninety and nine, rather than miss that hundredth man.

Arrived at the park, a strip of land running through the heart of the place, the title to which was in dispute between the railroad company, a handful of determined squatters, and the government, John brought down the wire fence this noon with one vigorous kick. Kicking down this wire fence was one of the legitimate pastimes of the inhabitants, who could not afford to make a detour of a mile or more to reach their places of business, nor yet hazard garments by scaling it. These encroachments on the part of the citizens had once been resisted with warlike demonstrations, but now as Proctor stepped through the gap, a patient looking, round-shouldered little man advanced, trundling a wheelbarrow laden with a huge coil of barb wire, and, politely greeting the trespasser, set about repairing the fence. Parsons was in the employ of the road and scrupulously obeyed his instructions, but a gleam of humor in his eye told that he sympathized with the transgressors.

As John Proctor took his way down through the park in the direction of his office, he seemed to throw off the unpleasant reflections which had been annoying him, with one shrug of his powerful shoulders. The young man's eyes fell cheerily upon the somewhat incongruous array of buildings which constituted the town. He gloried in the homely little edifices, squatting over the ground in various directions. Had not every foot of lumber been supplied from his own yard, and did not this avalanche of trade mean—Annie! Nothing could be mean or poor which brought these weary years of waiting to an end. He was a practical man, little given to enthusiasm of any sort, but for her sake he looked with glowing vision upon the turreted mountain tops in the distance, with their purple shadows and golden lights. How she would rejoice over them, that quiet little denizen of western prairies who had lived among the monotonous levels of central Illinois all her life.

The thought lent cheerful energy to his voice as he entered the yard and gave some directions to Maxon, his hard-worked bookkeeper and general factotum. Proctor was deeply engrossed in making out an order for several car-loads of finishing lumber, when a shadow darkened the door, and the tramp stood before him. He could not repress an exclamation of surprise. The vagabond observed it, and his face lowered as he asserted himself defiantly.

"Yes, I've come," he said. "What are you going to give me to do?"

John Proctor put on his hat and went with him into the yard, where an empty car was waiting to be filled on an order from a neighboring town. He showed the man a small slip of paper tacked upon the end, and was about to explain where he would find the material designated, when the fellow threw off his coat and deftly attacked a pile of scantling, which chanced to be the first item on the list.

"Hulloa!" said Proctor, gazing at him in surprise. "You seem to know something about this business."

"A little," returned the man shortly.

The young lumberman took his way to the office. A little later the ruddy visage of Maxon looked in at the door as he returned from dinner.

"Oh, by the way, Maxon, I have a new man at work out in the yard. You might keep an eye on him."

"Now, Mr. Proctor!" exclaimed Maxon, in hopeless protest. "Is it another of them fellows?"

"Well, you see, he declared he was willing to work, and it seems only fair to give a man a chance."

The broad-shouldered young proprietor was avowedly on the defensive.

"So far as I'm concerned, of course its nothing to me," observed Maxon, dejectedly. "But it puts me out to have you made a laughing stock all over town. It's a shame—well, it's no use talking. Yes, you may depend upon me to keep an eye on him, sir. These fellows will bear watching. I say, though, Mr. Proctor, haven't you got mighty close up to that hundred?"

Half an hour later Maxon looked in again, his face lit up with a mischievous smile.

"Don't you want to take a look at your new hand now, Mr. Proctor! He's is just like the rest of them; sitting on a lumber pile all doubled up with a pain in—"

A flying Spanish conversation book checked further intelligence and Maxon dodged around the corner to escape other missiles. At 6 o'clock, when the hands came up to receive pay for their day's labor, John Proctor saw his protege standing off a little distance. The man made no demand for wages, and his employer took no notice of him. As the men filed out, the express agent of the Plumbago City train, a personal friend of Proctor's came running into the office with a package in his hand.

"Here, Proctor, run them over quickly and sign this receipt. It's the 5,000 from Juarez & Signor. I haven't a moment to spare."

The lumberman hastily counted the notes, signed his name to the receipt in a bold, dashing hand, and the agent hurried off. Left alone, Proctor drew from his pocket a long, Russia-leather pocket-book and laid the notes carefully inside. As he thrust this into his breast pocket, he chanced to glance toward the window, and encountered the hungry eyes of the tramp sharply following his movements from without. As the man saw that he was detected, he paused, seemed about to speak, then changed his mind and sauntered carelessly away. A vague anxiety assailed John Proctor. It was long after banking hours; there was no help for it, he must be custodian of his treasure until morning.

He sat up late that night. The payment of this sum was all that was necessary to make the eastern trip a definite and tangible matter. There was a pile of correspondence to be turned off and a letter to be dispatched to that little woman in Illinois, telling her to discharge her music pupils and make ready for his coming. When he had finished his letters he sat quietly for awhile in his big arm chair. It was very late when he rose, and, locking doors and windows, proceeded to the little inner room where he slept. He drew off his coat, and, folding it carefully, placed it beneath his pillow. Then he examined the barrels of an English bull-dog pistol, which hung upon a hook beside his bed. Reassured by this precaution he sank into a heavy sleep.

Several hours before a man had crawled upon a low pile of planks, flanked by two others of towering height. As he stretched himself at length, with a bundle of shakes for a pillow, he philosophically reflected that such a bed was not to be despised. He was not ill-qualified to judge, for his experience had been wide and diversified, and he had learned to weigh the most delicate points of variance with the fine discrimination of a connoisseur. He had traveled half way across the continent without once knowing the shelter of a civilized roof. He had tented beneath the fragrant shades of orange groves in southern California, and, in waving fields of golden grain, passed some terrible July nights on the Colorado desert, where the mercury marks 110 degrees at midnight, parching for water and choking with the hot dust of the arid waste, waking at daybreak to find the delusive mirage mocking him in the distance. He had sunk down exhausted on the barren plateaus of Arizona and roused to find himself stabbed in a thousand places by the minute cactus needles, cast upon him by the malicious breeze; ever lured on by the sweet face of a child who had smiled farewell through a mist of tears.

The quiet of the place, the gently stirring air, odorous with the fragrance of the pine woods, the sleepy twinkle of the stars overhead, and the weariness of muscles unaccustomed to labor, soon lulled him into slumber.

A little later, two glowing sparks of fire seemed to glide down the railroad track, stole around the office and disappeared within the long drying-shed at its rear. During their progress these sparks of fire occasionally described magnificent curves in the air, in the accentuation of certain rhythmical utterances in the corrupted Spanish of the Mexican tongue. The lowest Mexican peon, who all his life goes half clothed, half fed and unsheltered, handles his cigar or cigarette with the fine pomposity and careless grace of the proudest hidalgo.

John Proctor awoke that night to find himself assailed by a foe mightier than his feeble imagination had pictured. He tried to rise but found himself unable to move, oppressed by a terrible sense of suffocation from dense volumes of smoke which filled the air, through which vast sheets of flame darted their forked tongues toward him. Suddenly the wall of flame and smoke was parted, and the face of the tramp bent over him. He was roughly shaken, pulled off the bed, half dragged, half carried through the little private office and into the larger room beyond, where the fire had begun its work of devastation. Then voice and memory came back and he shouted: "My notes! In my coat pocket—under the pillow—let me go!"

For answer he was violently propelled forward into the arms of some men, eagerly crowding through the flaming doorway. He struggled to free himself from their vise-like grasp. He fought with them, cursed them, and finally broke down and cried like a child. Maxon's fierce tones recalled him to himself.

"Why, man, do you think we would let you go into that fiery furnace again? See! There goes the roof now."

With a gentle waving motion, the roof seemed to slowly vibrate to and fro, then sunk down with a sudden crash, and a flying column of sparks celebrated its downfall.

With half-dazed senses John Proctor stared about him, and his gaze wandered to the sky above, where an angry crimson glow had blotted out the stars and rested upon the distant mountain chains weirdly reflecting from their seamed fronts and craggy peaks the glare of the unrighteous flames. Would she admire them now!

Surely it was a spectacle to enchant the eye of an unprejudiced spectator, whose whole possessions were not being sacrificed to the effect. He turned collectedly to the scene before him. There was still something to be done. The cream of the stock had been destroyed, but unless some piles of lumber to the right of the building were speedily removed, the fire would communicate with the whole outside stock, stretched for several hundred yards along the railroad track. He turned to the crowd of men who stood inactive, gazing upon the scene:

"Come on and help us save the lumber!"

A couple of dozen men came promptly forward. The lumberman saw, to his surprise, that the volunteers were almost exclusively composed of the so-called professional men of the town. The local officials of the railroad, a dapper, well dressed set of fellows, commonly viewed with contemptuous eyes by the hard-working portion of the population, presented themselves almost to a man. The tall form of Judge Cheeseman, a stiff and somewhat aristocratic legal luminary, loomed up in their midst. A quiet-looking little real estate agent leaped upon a pile of shingles and began to fling the bunches down to a German chemist below. The two rival editors (for the least of New Mexican villages usually boasts its miniature newspaperdom), who had exchanged shots on Gold avenue the previous day, glared cordially at each other along the lengths of the timbers they undertook to transport to a place of safety. The laboring population offered scarcely a representative, save in the persons of a few contractors and mechanics, who had learned to know and like the pleasant young lumberman.

The men worked like heroes. Their energy never waned until a faint light in the east began to rival the red glare which the flames, through the medium of the night, cast over the desert plains for miles around, and every piece of lumber was removed to a safe distance.

Worn and wearied, John Proctor sat down, to rest upon the wheel of his own copying press. A gradual change had taken place in the ranks of the loungers. Many of the spectators of the night had gone home to refresh themselves with a nap, and the remainder were reinforced by a straggling corps of men who had slept through all the turmoil and excitement. One of these, a stout fellow with a big diamond blazing in his shirt bosom and a mimic beer bottle suspended from his massive watch chain, was recounting his experience, as all people revel in detailing their individual impressions on the occasion of a fire.

"You see I was sleeping like a log when Lizzie caught hold of my shoulder and she says: 'Bob, Bob, wake up, I tell you. The sky is all afire and there must be an eclipse.' I reached up to see if my pocketbook was safe"——

The words brought back to John Proctor a sense of the loss he had sustained. At that moment Maxon strolled up, flushed with exertion. He had just administered a sound kicking to a couple of young Mexicans, whom he had detected making off with a keg of building hardware.

"Maxon," he said, abruptly, "did that fellow who got me out last night come out safely himself?"

"Now I think of it," returned Maxon, "he went back a minute; but he got out all right—just as the roof fell in. I thought at the moment a piece of falling timber hit him, but he scrambled off fast enough."

A dread suspicion assailed John Proctor's honest heart, but he repelled it sturdily. Yet all day long as he wandered dreamily about, answering a thousand idle questions, or fishing from the ruins various mementoes of the wreck, there would constantly intrude upon him the memory of two greedy, devouring eyes, peering through a window, a strange retreat into a burning building, and disappearance into the shadows. When night came it was necessary for some one to stay and guard the ruins, for if the wind should rise, some smouldering piles of lumber might be fanned into a blaze, and the remainder of the stock swept away. Maxon, weary and hollow-eyed, offered his services.

"Not a bit of it, Maxon. Go home to your wife and babies, I have engaged a man."

Proctor did not add that the watchman he had engaged was no other than himself, but when the rest had gone home, he remained there alone. Separated as it was from the rest of the town, by night the place was a dreary solitude. Once the call of a mocking-bird thrilled in the distance. A fiery spark miles away over the level plain, developed into the headlight of the locomotive of the evening train, which thundered past on its way to the depot below. The moon came up and threw into weird relief the blackened ruins.

John Proctor, who had been slowly pacing to and fro, sat down upon a bunch of shingles and buried his face in his hands. He knew, what not even Maxon had guessed, that this disaster had wrought his irreparable ruin. It would require every cent of the insurance money to settle his outstanding liabilities, for he had done business on the rushing western plan, and had carried a stock out of all proportion to his capital. If he could only have saved that $5,000, or if he had not been so ambitious. Annie had been ready—poor little girl! She had even proposed bringing her piano to this raw southern town, and eking out their income with the result of her own labors. On one point he was resolved. Whenever he got square with the world again, he would put his pride in his pocket, and humbly presenting himself before the little woman, ask her to share his fortunes, for better or worse. Oh God! how long would it be! A stifled groan escaped his lips.

Suddenly he rose and stood erect. His quick ear had caught the sound of some heavy body slowly moving over the ground.

"Who is there?"

A wavering voice replied.

"Only me. Is that you, boss?"

John Proctor bent forward and perceived a man slowly crawling along in the shadow of a pile of joists. As the figure emerged into the moonlight, he saw that the fellow dragged one leg helplessly after him. His suspicions melted away beneath his natural warmth of heart.

"Are you hurt?"

"Only a falling timber, boss, but the fire got into my eyes and I can't see very well."

He had drawn himself to Proctor's feet and stopped, turning a little upon his side, his head propped up with his hand.

"You see when I come through the door something fell against me, and not seeing you, and not being able to get about very well, there were so many of them cussed Mexican thieves about, I was afraid they might make off with this"—holding out a flat leather book which John Proctor seized with a glad exclamation. The man went on, talking in an absent way.

"I wouldn't have liked to have you think ill of me. You're the first man who give me a chance since I got down. I wan't always a loafer, sir. You spoke of my knowing something about the business, and to be sure I ought, if fifteen years as a 'sorter' in the Wisconsin lumber regions can teach a man anything of lumber. But when my wife died I struck off out west. It's been hard luck ever since—and my little girl—back there with her grand-parents"——

His voice seemed to fail from weakness.

"What have you eaten to-day?" asked the other sharply.

The man answered reluctantly and almost in a tone of apology.

"You see, sir—down there among the lumber piles—how could I?"

John Proctor was a man more given to action than speech. He addressed the man now, in clear, decided tones.

"Do you think you could hold on to my back while I carried you down to the hotel?"

"Why, sir! It wouldn't be fit."

"Shut up! Put your arms around my neck."

The office and bar-room of the hotel, a pretentious structure of Eastlake architecture, held its usual quota of respectable loafers, when John Proctor entered with the uncouth figure on his back. A gurgle of laughter ran through the crowd. The majority fancied the young lumberman's brain had been turned by his recent losses, and that his dementia had taken the form of a violent development of the weakness with which he had hitherto been accredited. Their laughter suddenly ceased when the young man went straight to the clerk, saying, in clear, ringing tones:

"Give me the best room you have. This man, who saved my life last night, is badly hurt. Some of you," turning to the idlers, "go at once for the surgeon of the Atchison road."

A dozen men sprang forward to relieve him of his burden, to help him carry the poor fellow to a comfortable room, where he was gently laid upon the bed. The sufferer received these attentions in silence. His dim eyes stared incredulously about the room, and into the kindly faces bending over him. That anything like this should happen to him! How long would it last? Would they let him have one good night's rest before turning him out again. When once more on the desolate plain, wandering through sage-brush, mesquite and soap-weed, it would seem like some strange dream. But what was this? The stalwart young lumberman, speaking huskily to the doctor:

"And mind, McLean, do your best. I owe him more than I can tell you. Put him in good trim to take the foremanship of my yard when I get stocked up."

The silly old vagrant buried his face in the pillow and wept.

"'Why,' says he, 'Gilbert Fry! Why, Gilbert Fry's the McAllister Twins!'

"Ye see he'd ben a sawyer in the mills, more'n twenty years ago. Gilbert had; an' one day a tooth flew off'n the saw an' bunged him in the eye. It didn't only use that eye up, but spilt t'other one so's he lost 'em both. So o' course he had to be a McAllister, but the boys didn't know what to call him. W'ile they was discussin' of it, one of 'em reckoned that Gilbert, bein' short o' two eyes, were ekal to a couple o' the fam'ly. 'Course he is!' somebody said. 'Course he is; an' that bein' the case Gilbert shell be the McAllister Twins!' An' from that time on, that were his name, an' ef he'd a died 'fore that letter come nobody'd never know'd the diff'rence. So ef any of you fellers ever wants anything o' me, don't d'rect yer letter to me es John Q. Riggs, 'cause I'll never git it; but Limpy McAllister, Fishpole Holler, that'll ketch me."

Then the stranger told the landlord that he guessed he'd go to bed, and he was shown up. As he went out the Old Settler remarked, bitterly:

"Lame, an' deaf, an' blind, and the truth ain't in him!"

---

first predisposition to love of the beautiful and the true, and to see that the light of the little one's mind shall not remain forever concealed beneath the tassel of ignorance or indifference.

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